GOOD POWER IS BUILT UP

And Engine Shows Little Carbon and No Wear-Carbureter and Ignition Perfect.

Moline-Knight motor which ran for 336 hours in the laboratory of the Automobile cylinders or otherwise disturbed. Until Club of America is contained in the relation of the motor was dismantled before and the reliability of Bosch magneto and the reliability of Bosch magne schnical committee of the A. C. A.

cellent condition. There was no perceptible wear on the bearings, sleeves or other parts. The slight irregularities in the sleeves were built up with carbon, to form a close fitting glossy surface. The ports in the sleeves were not burnt, and giving an average brake horse-power or any fifteen minute interval during the entire 336 hours was 36.4. At the end of this period, without stopping the mo-

SHOWS FINE RESULT

The speed was increased and the motor developed an average of 53 brake horse-power for a period of one hour while averaging 1,678 revolutions per minute.

"Prior to and following the endurance run a series of short tests were made with wide open throttle and spark set for maximum power to determine the motor at various speeds. The same carburetor setting employed during the endurance run was used in these runs.

336 Hour Run Made by A. C. A.

The maximum brake horse-power shown in these tests was 53.6 at 1,682 revolutions per minute.

"There was a wide variation in atmos
tor, the speed was increased and the motor developed an average of 53 brake carbon were found elsewhere. No shake could be felt in any bearing, and there was every indication of perfect lubrication. There was not a single ring was not perfectly free at the end of the test. The running of the motor as regards noise and vibration was not appreciably different at the end of the test from that at the start and early hours, "The manufacturers of the motor have filled with the club an affidavit which states that the motor is a stock model in every particular, including design, ma-

ton and Herbert Chase, laboratory en-gineer, as well as their associates on the tion. At the end of the test the parts of the motor were, without exception, in ex-cellent condition. There was no per-ceptible wear on the bearings, sleeves or other parts. The slight irregularities in the sleeves were built up with carbon, to

in these tests was 53.6 at 1,682 revolu-tions per minute.

"There was a wide variation in atmospheric conditions during the test, the temperature of the air blowing upon the temperature of the air blowing upon the with an average of 57 degrees, while the barometer varied from 28.95 inches to 28.19 inches of percury with an average of 57 degrees, while the barometer varied from 28.95 inches to

## KENNERDELL NOT BATCH CONTEST BOARD HEAD

Man From Franklin, Pa., Named Sure Method of Preventing a Car as Leader of A. A. A. Racing Committee.

There was a wide variation in a pheric conditions during the test, the temperature of the air blowing upon the motor varying from 37 to 71 degrees, with an average of 57 degrees, while the barometer varied from 28.95 inches to 30.19 inches of mercury with an average of 29.83 inches. It was noted that the power of the motor increased and decreased as the barometer rose and fell.

"The carburetor was a one and one-half inch Schebler and no changes in the carburetor setting was made during the endurance run. The ignition was furnished by the Bosch duplex magneto. At 1.658,000 sparks were produced by the mistake came about through common misunderstanding of a telephone conversation by Mr. Batchelder and the automorphism of the carburetor setting was made during the endurance run. The ignition was furnished by the Bosch duplex magneto. The power barrent of the magneto and 11.658,000 sparks passed across the electrodes of each of the four plugs. It took just \$8,701,000 separate movements of the magneto contact breaker to produce these sparks.

This performance evidences the efficiency of the magneto as an ignition source during the reliability of Bosch magneto and settleular.

The carburedor was a one and one-half inch Schebler and no contact of the magneto and 11.658,000 separate movements of the magneto account of the contact of the magneto as an ignition source defer and "Kennerdell" got mixed.

For it was actually Richard Kennerdell of Franklin, Pa., who got the place. He is described as "an enthusiast in contest meaning the automorphism of the carburetor was attaken of the carburetor was talking and so the names of "Batcheder and "Kennerdell" got mixed.

For it was actually Richard Kennerdell of Franklin, Pa., who got the place. He is described as "an enthusiast in contest ince the introduction of self-propelled vehicles."

Mr. Batchelder said yesterday that the is described as "an enthusiast in contest ince the introduction of self-propelled vehicles."

Mr. Batchelder and the contest of the missing the carburat making him chairman of the Contest
Board of that organization as well. The
mistake came about through common

Mr. Batchelder said yesterday that the association had urged on William Schimpf to remain as contest chairman, but that the latter found it impossible. Mr. Schimpf's attitude toward stock car constitution of the schimpf's attitude toward stock car constitution.

tion was asked to name a man in his

CHAINS BALK "SKIDDERS."

Sliding Is This. By F. W. MULLER.

Skidding is not a fancy of the imagina-tion. Every motorist who has experienced the sensation of having his car slide from THE SUN yesterday edded unwittingly under him and go slithering into a tree of the honors of Amos G. Batchelder, curb or passing vehicle is well aware that skidding is a dangerous fact that calls for drastic preventive measures.
Skidding is the greatest danger that be-

cars. To match strength against the power of a skidding is usually futile, often fatal, always folly. Skidding is no respecter of person, purse, time, place or conditions. Pride, strength, will and bank accounts fall before its relentless force. Statistics prove that fully 90 per cent. of motor cars accidents and fatalities are due directly or indirectly to skidding.

You would consider it foolhardy to drive a car with faulty brakes. Yet the best brakes cannot prevent skidding. There

Dr. A. B. Heyl of Ohio, who made charges skid chains make the best of bad going to rely upon an exhibition of their standard against leaders in the organization, has wherever you go. You may be fulled into an stock cars. This condition is commented on by George H. Phelps, Stude-baker distributor. But what about the country runs? motor on key or muddy roads without tire turers put themselves out to finish up chains is like rocking a rowboat in mid-special cars for exhibition at the shows. channel. Wed your car to tire chains and Sometimes they even painted them in

SHOWING NO "SHOW CARS."

Studebakers, Among Others, Display Only the Standard Stuff. A feature pretty sure to impress the visitor at the Palace this year is that most manufacturers have been content

special colors and with a degree of care which emitted them to the factory desig-nation of 'show cars.' These cars were first shown here and were then shipped

about the country from snew to show.
"As I recall it, it was three years ago
that the Studebaker Corporation declared against this practice. Since then a good many other manufacturers have followed suit. We find occasion to approve our attitude every few animutes during the progress of a show."

There is no occasion to drive your automobile with "your heart in your mouth"

## Vitalized Rubber Squeegee Tires

When you motor you must be in command

of the situation in any emergency-you must know in advance that the slightest turn of your steering wheel will be obeyed.

The raised bars on Diamond Squeegee Tread, running in both directions, push the ooze from underneath the tire and take a firm grip on the pavement-no chance for a skid.

Safety Tread Bars made of tough, thick Vitalized Rubber are full of wear -they will not grind off or chip off. This extra thickness of Vitalized Rubber on the tread at the point of contact is your assurance of more mileage.

USK LOT DIAMONALIVES BEST FOR AUTOMOBILES, BICYCLES AND MOTORCYCLES

Get a standard of motor car values by seeing the Chalmers "Sixes" -then you will enjoy the Show.

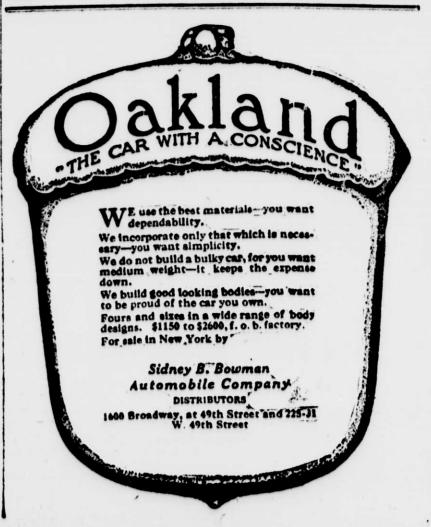
Comparing other cars with the Chalmers will convince you that the Chalmers Master "Sixes" are the best values on the market. Keep "quality" and "price" in mind at each exhibit.

Master "Six" \$2175 Master "Light Six" \$1800

Grand Central Palace-First Floor Walk straight ahead. The Master "Sixes" are at the end of the main aisle on the left.

Carl H. Page & Company Broadway at 50th St.

Brooklyn: Carl H. Page & Co. Newarks P Jersey City: Christian Holler Co. T



# \$2100 buys a real Lozier Now is your time

Did you ever feel a longing for the luxury that Lozier owners enjoy? Did you ever count the months when you would own a high quality car such as the Lozier?

When out riding with your family, did you ever give road to a better car and as the big, powerful, clean line automobile sped by, say to yourself, "Some day I'll own a Lozier too.

A value without a parallel—the Lozier Light Four \$2100.

You can now buy a big, seven-passenger, luxurious Lozier for \$2100. Just think of it!—a real Lozier for only a little over \$2000.

Luxury is yours; speed is yours; smoothness, quiet and flexibility are here to delight your family and yourself.

Lozier safety—the same safety that gave Mulford courage to win the Vanderbilt and defeat other cars in race after race—is here to safe-

Economy is yours for all time. Your Lozier Light Four runs seventeen miles to a gallon of gasoline under favorable conditions. Science has at last discovered a way to build a motor so that

it will give great power at small cost. Oil consumption is low enough to be inconsiderable.

300 to 500 lbs. have been saved in weight over most other cars selling around \$2000, and this means a big saving in tire bills. If you save only a set of tires in a year, it will mean about \$150.00—or \$37.50 per wheel, per year.

Hundreds of dollars worth of refinements are all yours. Just run through the list below and see if it does not explain why so many good business men are buying this Light Four at \$2100.

## Positively No Superfluous Cylinders or Added Complications

They have no place in a car selling around \$2000 or under. Simplicity was our watchword in building this Four. It is refined and luxurious, but simple mechanically and inexpensive to operate.

Observe them on Fifth Avenue, on Broadway, on Wall Street; there are many 1908, 1909 Loziers in service. A famous resident of Manhattan recently wrote that when his 1907 Lozier wore out, he would buy a new Lozier, and he didn't lead us to believe that that time was at

### **New Refinements**

Special mountain climbing type Lozier motor 300 to 500 pounds saved in weight

Four speed transmission with direct drive on third speed Tungsten steel valves Gun iron pistons Chrome - Silico - manganese springs

Silent floating rear axle

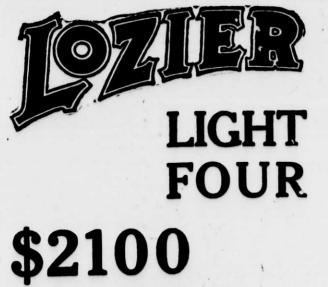
New top-can be operated by a

Quick acting side curtains One-hand operated windshield Silent chain engine drive Convex rounded fenders Tire pump-motor driven Electric headlight dimmers Instant locking rear tire carrier Instrument board within easy reach of driver's hand

Gray & Davis electric starting and lighting system Cleared running boards Original Lozier streamline body Corrugated hard rubber steering 361/2 ft. turning radius

Full seven or five passenger body with disappearing extra 36 x 41/2 inch tires

Now is your time, Mr. Motorist—\$2100 buys a Real Lozier





**GRAND CENTRAL PALACE DISPLAY** 

Demonstrations at Harry S. Houpt, Inc., Broadway and 56th St.

LOZIER MOTOR COMPANY, DETROIT